

STREET, BRIDGE, NON- MOTORIZED TRANSPORTATION & SHARED-USE PATHS

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Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths												Total
Subsection/Project	Unallocated	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	FY 12-FY 21
Bridge Repairs & Maintenance												
Bridge Repairs	\$0	\$600,000	\$600,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$3,600,000
Non-Motorized Transportation & Shared-Use Paths												
Non-Motorized Transportation (Complete Streets)	896,088	150,000	165,000	220,857	270,000	270,000	270,000	270,000	270,000	270,000	270,000	2,425,857
Non-Motorized Transportation (Safety)	620,000	100,000	100,000	100,000	100,000	500,000	500,000	500,000	500,000	500,000	500,000	3,400,000
Shared-Use Paths	35,000	1,868,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	118,000	2,930,000
Street Improvements												
Edsall Road	3,210,904	0	0	0	0	0	0	0	0	0	0	0
Eisenhower Avenue Widening	6,630,000	0	0	0	0	0	0	0	0	0	0	0
King/Quaker Lane/Braddock Rd. Inter.	598,000	0	0	0	0	0	0	0	0	0	0	0
King & Beauregard Intersection	5,838,262	2,100,000	0	0	0	0	0	0	0	0	0	2,100,000
BRAC 133 Contingency	0	2,000,000	0	0	0	0	0	0	0	0	0	2,000,000
Street/Alley Reconstructions & Extensions	735,024	400,000	300,000	300,000	300,000	400,000	400,000	400,000	400,000	400,000	400,000	3,700,000
Miscellaneous Undergrounding	0	90,000	50,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	90,000	860,000
Madison & Montgomery Reconstruction	0	0	0	0	0	500,000	3,250,000	3,000,000	0	0	0	6,750,000
Street Reconstructions TBD	0	0	0	0	0	1,000,000	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	11,000,000
Street, Bridge & Non-Motorized Transportation & Shared-Use Paths Total	\$18,563,278	\$7,308,000	\$1,333,000	\$1,128,857	\$1,178,000	\$3,178,000	\$6,928,000	\$6,678,000	\$3,678,000	\$3,678,000	\$3,678,000	\$38,765,857
Less Total Revenues	\$13,852,904	\$5,850,000	\$0	\$0	\$0	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$11,350,000
Total Net City Costs	\$4,710,374	\$1,458,000	\$1,333,000	\$1,128,857	\$1,178,000	\$2,678,000	\$5,928,000	\$5,678,000	\$2,678,000	\$2,678,000	\$2,678,000	\$27,415,857

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Bridge Repairs

Subsection: Bridge Repairs & Maintenance

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 15 years

Priority: Essential

Strategic Plan Goal: 3

Project Summary: This project provides funding for the maintenance, repair, painting of steel structures, joint sealing, bearing repairs and rehabilitation of bridge decks and structures. The City conducts a federally mandated bridge inspection program for in-service bridges and designates safety ratings to the bridges inspected. All bridges in the City are inspected at a minimum of every two years and the results are reported to the State. Industry standards indicate that bridges need to be repainted every 10 to 15 years, while bridge deck reconstruction and rehabilitation may be required every 20 to 25 years. A total of \$3.6 million is planned over ten years for this project.

The condition rating for evaluating a bridge is a judgment of a bridge component condition in comparison to its original as-built condition. The scoring system is based on the condition of various components of the bridge, including: (1) deck, (2) superstructure, (3) substructure, (4) channel and slope protection, and (5) culverts. Bridges are rated on a scale of 0 to 9. Any rating below 4 is poor (3 – 4) or critical (0 – 2), indicating the structure will not be able to carry traffic smoothly. All of the City's bridges are rated 6 or higher. The rating scale is as follows:

9: Excellent Condition	4: Poor Condition
8: Very Good Condition	3: Serious Condition
7: Good Condition	2: Critical Condition
6: Satisfactory Condition	1: Imminent Failure Condition
5: Fair Condition	0: Failed Condition

In FY 2011 and FY 2012, work will begin on the maintenance and miscellaneous painting of the following bridges: (1) Duke Street Bridge over Holmes Run; (2) Telegraph Road Bridge over Mill Road and CSX/Norfolk Southern/WMATA railroads; (3) Seminary Road Bridge over I-395; and (4) Van Dorn Street Culvert at Holmes Run.

Changes from Prior Year: Beginning in FY 2014, annual funding is reduced by \$300,000 (from \$600,000 to \$300,000). The annual funding has been reduced since major maintenance and repairs have recently been performed or are underway on all of the roadway bridges.

Project History: In November 2007, \$1.0 million was allocated for the repair and painting of bridges City-wide. During FY 2009 - 2010, maintenance work (repair, joint and crack sealing, spall and delamination repairs, and bearing repairs) has been completed for the following bridges: (1) US Route 1 Bridge over Four Mile Run; (2) Duke Street Bridge over Holmes Run; (3) Cameron Station overpass over Duke Street; (4) Landmark Mall Flyover over Duke Street; (5) Seminary Road Bridge over I-395; (6) Duke Street Bridge over the CSX rail road tracks; (7) Van Dorn Street Bridge over Norfolk Southern Rail Road tracks; (8) Eisenhower Avenue Bridge over Cameron Run; (9) Eisenhower Avenue Bridge over Telegraph Road; (10) Beauregard Street Culvert over Holmes Run; (11) Van Dorn Street Culvert over Backlick Run; (12) Van Dorn Street Bridge over Duke Street; (13) Telegraph Road Bridge over Duke Street; (14) CSX Railroad Bridge over Eisenhower Ave; and (15) Duke Street Bridge over CSX Railroad.

Operating Impact: This project will have no impact on the operating budget.

Bridge Repairs	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	600,000	600,000	300,000	300,000	300,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	600,000	600,000	300,000	300,000	300,000

Bridge Repairs	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	300,000	300,000	300,000	300,000	300,000	3,600,000
Less Revenues	0	0	0	0	0	0
Net City Share	300,000	300,000	300,000	300,000	300,000	3,600,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Complete Streets)

Subsection: Non-Motorized Transportation & Shared Use Paths

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 25 years

Priority: Essential

Strategic Plan Goal: 3

Project Summary: This project funds maintenance to the non-motorized transportation network and incorporates projects funded by grants. Typically, grants are used for new mobility enhancements and City funds are used to rehabilitate sidewalks or leverage grant applications. This project also allows the city to comply with the Commonwealth Transportation Board adopted "Policy for Integrating Bicycle and Pedestrian Accommodations." A total of \$2.426 million in City funding is planned for this project over ten years.

Projects among the focus areas for non-motorized mobility include:

- **Non-Motorized Transportation Mobility Spot Improvements:** This project funds maintenance of existing sidewalks, curbs, gutters, crossings, and access ramps throughout the City. These funds may also be used to leverage grant revenues or complete gaps in the existing network. The Transportation Master Plan calls for 17.5 miles of new sidewalks across Alexandria. Projects are typically coordinated with annual street resurfacing programs and ensure compliance with federal ADA regulations that mandate accessibility improvements in all street alteration projects.
- **Access to Transit Improvements:** This project is funded by two grants for mobility improvements within 1/16-mile of bus stops, 1/8-mile of future high-capacity transit corridors or 1/2-mile of Metrorail stops. The first grant is a \$1,237,500 project to provide sidewalks on Madison Street, Eisenhower Avenue, King Street and Russell Road. This project includes a \$267,000 match (20%) and a \$990,000 grant from the Federal Transit Administration. The city share of this project was funded in FY 2010, and preliminary engineering is expected to begin in 2011. A second grant, \$750,000 in CMAQ funding through VDOT, will fund mobility improvements to Duke Street near the western city limits from Landmark Plaza to the Landmark Mall transit station.
- **Wilkes Street Bikeway:** This project involves bicycle intersection improvements to Wilkes Street which provides an on-road (east-west) bikeway connection between major shared-use paths. The proposed scope of this project includes addition of bicycle signal detection & associated signalization improvements; bicycle intersection safety features; bicycle wayfinding signage; curb ramp improvements to a connecting a shared use path; crosswalk markings and bicycle lane markings. The \$180,000 in special revenue for this project is provided through a Regional Surface Transportation Program (RSTP) grant to the City through VDOT.

Changes from Prior Year: Additional funding has been added in FY 2013 (\$15,000 for a total of \$165,000) and FY 2014 (\$20,857 for a total of \$220,000). FY 2015 – 2020 funding remains unchanged. \$270,000 has been added to FY 2021 to address future capital needs.

Project History: In 1970, City Council adopted a policy for constructing sidewalks, on a priority basis, on at least one side of streets that are within 1,000 feet of schools and along major arterial roadways. At \$2.425 million, the current total project cost for Non-Motorized Transportation Mobility reflects a small portion of the anticipated need to construct sidewalks as identified in the City's Pedestrian and Bicycle Mobility Plan. The City continues to identify grant opportunities to fund these projects and leverage City funding in order to construct additional bicycle and sidewalk improvements. Bicycle lanes and markings were installed on 5.5 lane miles of roadways in 2010. The City installed the first bicycle signal in the State of Virginia where the Mount Vernon Trail intersects South Alfred Street. Twenty-two pedestrian safety crossing improvements were made at intersections throughout the City.

Operating Impact: This project requires on-going staff support from T & ES.

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Complete Streets), Continued

Non-Motorized Transportation (Complete Streets)	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	896,088	150,000	165,000	220,857	270,000	270,000
Less Revenues	0	0	0	0	0	0
Net City Share	896,088	150,000	165,000	220,857	270,000	270,000

Non-Motorized Transportation (Complete Streets)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	270,000	270,000	270,000	270,000	270,000	2,425,857
Less Revenues	0	0	0	0	0	0
Net City Share	270,000	270,000	270,000	270,000	270,000	2,425,857

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Safety)

Subsection: Non-Motorized Transportation & Shared-Use Paths

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 25 years

Priority: Essential

Strategic Plan Goal: 3

Project Summary: This project funds capital facilities maintenance for non-motorized transportation safety and enhancements to the network. This project also includes sub-projects funded by special revenues which are primarily used for safety enhancements. Safety projects may include specialized signals, markings and signage, crossing islands and channeling, detection devices at intersections, and secure bicycle parking. A total of \$3.4 million in City funding is planned for this project over ten years.

Projects among the focus areas for non-motorized safety include:

- **iN-STEP (Neighborhood Safety Transportation Enhancement Program):** This project funds the design and construction of physical safety measures within the right-of-way to preserve neighborhoods and enhance safety by diverting cut-through traffic, lowering traffic speeds, and highlighting pedestrian crossing areas. Improvements are implemented at locations identified as high-priority in the City's Transportation Master Plan and Pedestrian-Bicycle Mobility Plan. Projects are typically located at high-crash locations or multi-modal hubs, such as transit stops.
- **Edsall and South Pickett Street intersection:** This project is funded by \$120,000 in VDOT/federal grant funding and requires no city share. This project will provide pedestrian connectivity and safety improvements to a recently installed sidewalk on Edsall Road. The proposed improvements will include new crosswalks, median island improvements, potential elimination of right-hand slip lane/turning radius improvements, sidewalk improvements and new curb ramps. The project is scheduled to begin in 2011.
- **Safe Routes to School:** This project is funded by \$500,000 in VDOT grant funding and requires no City share. This project is intended to enable and encourage children to walk and bicycle to school by making safety improvements within ¼ mile of schools. Typical infrastructure enhancements include staggered medians, illumination and signalization improvements, and raised walkways in high traffic areas to improve visibility of children who walk. Planned projects include provision of pedestrian countdown timers in locations City-wide, bicycle parking at schools, intersection safety improvements and sidewalks at Barrett, George Mason, Cora Kelly and Polk Elementary Schools. This project began in 2011 and expected to be completed in 2012.
- **Highway Safety Improvement Program:** This project is funded by \$ 587,000 in VDOT/federal grant funding and requires no city share. This project involves improving pedestrian safety at Duke Street and North Paxton Street, Duke Street and North Ripley Street, Duke Street and South Reynolds Street, and Duke Street and South Walker Street. This project will begin in 2011.

Changes from Prior Year: No changes from prior years

Project History: At \$3.4 million in City funds over ten years, the current request for Non-Motorized Transportation Safety funding reflects only a small portion of the need for pedestrian and bicycle safety improvements citywide as identified in the Bicycle and Pedestrian Mobility Plan. The City continues to identify grant opportunities to fund these projects and leverage City funding for the construction of additional bicycle and pedestrian safety improvements and to respond to resident requests for safety improvements. In 2010 completed projects include a raised crosswalk on Sommerville Street accessing Ben Brenman Park and speed cushions were upgraded on Commonwealth Avenue.

Operating Impact: This project requires on-going staff support from T & ES.

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Non-Motorized Transportation (Safety), Continued

Non-Motorized Transportation (Safety)	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	620,000	100,000	100,000	100,000	100,000	500,000
Less Revenues	0	0	0	0	0	0
Net City Share	620,000	100,000	100,000	100,000	100,000	500,000

Non-Motorized Transportation (Safety)	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	500,000	500,000	500,000	500,000	500,000	3,400,000
Less Revenues	0	0	0	0	0	0
Net City Share	500,000	500,000	500,000	500,000	500,000	3,400,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Shared-Use Paths

Subsection: Non-Motorized Transportation & Shared Use Paths

Managing Department: T & ES

Project Category: 1

Estimated Useful Life of Improvement: 25 years

Priority: Essential

Strategic Plan Goal: 3

Project Summary: This project funds on-going maintenance of off-street shared-use paths and local matches required by grants. Special revenues in this project are used for enhancement of the shared-use path network. Shared-use paths are intended for use by pedestrians and bicyclists and are considered integral to both the City's transportation and recreation/park networks. A total of \$1.18 million in City funding over ten years (\$118,000/annually) is planned for this project.

Projects that are focus areas in the shared-use path network include:

- **Shared-Use Path Improvements:** City funds (\$118,000 in FY 2012) and re-programmed Urban Funds from the Eisenhower Avenue Widening project (\$1.75 million) will be used for on-going, phased rehabilitation and maintenance programs for the heavily-used Mount Vernon Trail, Holmes Run Greenway/Eisenhower Avenue Trail and Four Mile Run Trail – which are the spines of the city network. T & ES typically manages trail surface (asphalt) maintenance while RPCA manages natural surface trails and all landscaping associated with trails.
- **Eisenhower Multiuse Trail:** Continual development of new trail connections and an underpass at Eisenhower Avenue. This project is funded by ARRA 'stimulus' funds and a VDOT Transportation Enhancement grant. Phase 1A of this project is estimated at \$1.5 million. Construction is expected to be completed by 2012 and to conform to ARRA requirements.
- **Holmes Run Shared-Use Path Crossing:** This project is funded by \$750,000 in VDOT grant funding. The project will include implementing a crossing and providing stream restoration from an area near Alexandria's Dora Kelly Nature Park (adjacent to Holmes Run Parkway and North Chambliss Street) to a landing on the northwest side of Holmes Run in property adjacent to Glen Hills Park in Fairfax County. Construction is expected to be completed by 2012.
- **Holmes Run Bike Trail Study:** This project is funded by \$250,000 in VDOT grant funding and requires no city share. This project is a study and preliminary engineering for significant upgrades to the existing facilities along the Holmes Run Greenway from North Ripley Street running north to beneath Interstate 395. The trail currently provides access under Interstate 395 and Van Dorn Street via a tunnel, underpass, fair weather crossing and concrete trail system built into the concrete sidewalk embankments lining the flood channel of Holmes Run. The study is expected to be completed by 2012.
- **Holmes Run Bike Trail Construction:** This project includes construction of the preferred alignment resulting from the "Holmes Run Bike Trail Study." The total project cost of the Holmes Run Bike Trail is approximately \$5,560,000. \$2,010,000 in VDOT grant funding has already been acquired and requires no city share. The proposed transportation Add-On tax could be utilized to complete entire construction of the project. Additional project details can be found in Appendix B.
- **Mount Vernon Trail Safety at East Abingdon:** This project is funded by \$250,000 in VDOT grant funding and requires no city share. This project is to construct safety improvements on the Mount Vernon Trail where trail width and conflicts with vehicles make non-motorized travel unsafe. VDOT has allocated federal and state funds through a SAFETEA-LU designation for this project and has established a Project Administration Agreement with the Northern Virginia Regional Commission (NVRC). This sub-project is expected to begin in 2011-2012.
- **Old Cameron Run Channel Trail Study:** This project is funded by \$210,000 in VDOT grant funding and requires no city share. An additional \$3,500,000 for construction is proposed to be funded by the transportation Add-On tax on commercial properties for the design and construction of the project. This project is a feasibility study and conceptual design for a bicycle/pedestrian trail between Eisenhower Avenue near Telegraph Road to the Mt. Vernon Trail. This project will address a major gap in the city's proposed 'Green Crescent' trail system and ultimately provide a key link in the bicycle/pedestrian multi-modal transportation system and is expected to begin in 2012.

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Shared-Use Paths, Continued

- **Four Mile Run Pedestrian and Bicycle Bridge:** This project provides for the design and preliminary engineering for a bridge proposed as part of the Four Mile Run Master Plan. The proposed site for the bridge would connect Commonwealth Avenue in Alexandria with S. Eads Street in Arlington and the project is sponsored jointly by the City of Alexandria and Arlington County and managed by the Northern Virginia Regional Commission (NVRC). The City and County each agreed to contribute half of the required 20% in local matching funds, for the initial Transportation Enhancement grant application. In effect, the city's portion is 10% of the total project cost of \$500,000. Arlington County is contributing \$50,000 and the grant, managed by NVRC, will account for \$400,000. The City provided the \$50,000 local match in December 2010. Funds to construct this bridge have not been identified.

Changes from Prior Year: No changes in City funding from prior year.

Project History: As part of the City's ongoing effort to encourage walking and bicycling and manage transportation demand, this project provides critical infrastructure to support non-motorized transportation. The Shared-Use Path project funding reflects a portion of the need for pedestrian and bicycle safety improvements Citywide as identified in the Bicycle and Pedestrian Mobility Plan. The City continues to identify grant opportunities to fund these projects and leverage City funding. The Tarleton Trail was completed in 2010 and construction on the Eisenhower Underpass is substantially complete and is expected to be complete in 2011.

Operating Impact: This project requires on-going staff support from RPCA and T & ES staff.

Shared-Use Paths	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	35,000	1,868,000	118,000	118,000	118,000	118,000
Less Revenues	0	1,750,000	0	0	0	0
Net City Share	35,000	118,000	118,000	118,000	118,000	118,000

Shared-Use Paths	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	118,000	118,000	118,000	118,000	118,000	2,930,000
Less Revenues	0	0	0	0	0	1,750,000
Net City Share	118,000	118,000	118,000	118,000	118,000	1,180,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Edsall Road

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 3

Project Summary: This project provides for the reconstruction of Edsall Road between Whiting Street and the western City Limits. This stretch of roadway is approximately 3,000 feet in length and has required high maintenance over the past ten years. Existing springs in the area and marine clay are affecting the stability of the street subgrade in several areas of the roadway. The pavement is deteriorating and being pushed to the side of the travel lanes. Heaving, twisting and horizontal movement of the existing pavement, sidewalk, curb and gutter is occurring particularly along the south side of the eastbound lane. The pavement, curb and gutters and sidewalks on the north side of Edsall Road are also showing signs of settlement. A concept study is complete and the cost estimate has been developed and escalated for inflation. Construction and design funding for this project were budgeted in FY 2010 and FY 2011, with construction scheduled to begin in fall 2011.

The total cost to remediate the entire stretch of the road described in the project summary is \$4.5 million. In FY 2010, \$2.0 million (\$1.0 million Revenue Sharing /\$1.0 million City funding) was approved. Revenue Sharing from the State in FY 2011 was expected to provide a \$1.0 match to the City's \$1.0 million contribution; however the amount approved for revenue sharing by the State was only \$460,904, bringing total available funding to \$3.46 million or approximately \$1.0 million less than needed to complete the entire project. The project is scalable and the City can complete the portion of the project for which there is sufficient funding. The project will be constructed in two phases due to the reduced State funding in FY2011.

Changes from Prior Year: This project was approved for inclusion in the State's FY 2010 revenue sharing program for transportation projects in the amount of \$1.0 million in State revenues to match the City's budgeted share of \$1.0 million. The project was submitted again for FY 2011, and the amount of revenue sharing approved by the State was only \$460,904, with the City's contribution still at \$1.0 million. The revised project estimate, based on utilizing in-house design, is a total of \$4.5 million with an unfunded amount of approximately \$1.04 million. Funding is not planned in FY 2012 – 2021.

Operating Impact: This project will have no impact on the operating budget.

Edsall Road	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	3,210,904	0	0	0	0	0
Less Revenues	1,460,904	0	0	0	0	0
Net City Share	1,750,000	0	0	0	0	0

Edsall Road	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	0
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Eisenhower Avenue Widening

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 3

Project Summary: Due to the changing development projections and FHWA lane width determinations, the original project scope is proposed to be revised and an interim plan would be constructed. The new project limits are from Mill Road to Holland Lane. The scope of the new work includes: an additional westbound lane and sidewalk/streetscape improvements from Mill Road to Elizabeth Lane; revising the Mill Road receiving lanes to accept the dual left turns from Eisenhower Avenue; converting the traffic circle at Eisenhower and Holland to a "T" intersection; and repaving the roadway between Holland Lane and Mill Road. The original planned use of \$18.0 million in Urban Funds has been scaled back to \$6.5 million, with the remaining \$11.5 proposed to be redistributed to other eligible projects in FY 2012. This redistribution is reflected in this Proposed CIP.

The redesign will begin early 2011. All of the funding is in place for this project. The total cost of this entire project is estimated to be \$6.63 million, including land acquisition. The final build-out plans will be constructed in the future as each parcel develops. State Urban Funds totaling \$6.5 million will be applied to this project, and the City's match for these funds is to come from the prior year balance of \$130,000.

Changes from Prior Year: The original project scope (at an estimated cost of \$18.0 million) provided for the widening of Eisenhower Avenue between Holland Lane and Stovall Street in order to accommodate additional through lanes, turn lanes, and a wider, landscaped median in accordance with City plans for Eisenhower East. Funding has been revised to reflect the change in scope and has been decreased to \$6.5 million.

Project History: In January 2008, a total of \$1.0 million in State funding was allocated for the design of this project. The remainder of State Urban funding was received in October 2009.

Operating Impact: This project will have no impact on the operating budget.

Eisenhower Avenue Widening	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	6,630,000	0	0	0	0	0
Revenues	6,500,000	0	0	0	0	0
Net City Share	130,000	0	0	0	0	0

Eisenhower Avenue Widening	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	0
Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

King/Quaker Lane/Braddock Road Intersection

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: 25 years

Priority: Desirable

Strategic Plan Goal: 3

Project Summary: This project provides funding to study the intersection of King Street, Quaker Lane, and Braddock Road and provide a thorough review of the existing design and traffic flow and recommend steps for redesign to improve the intersection for both motorists and pedestrians. This intersection is currently one of the most congested areas in the City. \$598,000 (\$448,000 in State Urban Funds and \$150,000 in prior year unallocated City monies) remains for this project. The transportation Add-On tax on commercial properties is proposed to fund construction of this project.

Changes from Prior Year: There has been no change in funding for this project.

Project History: In October 2007, \$200,000 in State funds was allocated to begin this project. A consultant has developed and analyzed several options for improving this intersection.

Operating Impact: This project will have no impact on the operating budget.

King / Quaker Ln / Braddock Rd Intersection	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	598,000	0	0	0	0	0
State Urban Funds	440,000	0	0	0	0	0
Net City Share	158,000	0	0	0	0	0

King / Quaker Ln / Braddock Rd Intersection	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	0
State Urban Funds	0	0	0	0	0	0
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

King & Beauregard Intersection Improvements

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: 25 years

Priority: Desirable

Strategic Plan Goal: 3

Project Summary: This project provides for traffic flow improvements at King Street and Beauregard Street. The City is managing this project and has retained a consultant for the design. \$1.9 million was allocated in June 2005 for the design of this project. The total project budget is \$14.0 million, of which approximately \$6.1 million has been allocated to date, \$5.8 million is unallocated, and \$2.1 million will be added to the project in FY 2012.

Changes from Prior Year: \$2.1 million in Urban Funds have been shifted to this project from the Eisenhower Avenue Widening project to complete project funding.

Project History: Regional growth and development of the King Street corridor, particularly in Fairfax County, has resulted in increased traffic congestion at the intersection of King and Beauregard Streets. Improvements to this intersection have been discussed since the 1970's. In the 1990's, the State conducted a comprehensive transportation study of the Beauregard Street Corridor from Little River Turnpike (Fairfax County) to Arlington Mill Road (Arlington County). The findings and recommendations of the study were presented by the Virginia Department of Transportation (VDOT) staff to the City's Beauregard Street Corridor Task Force in November 1995. The Task Force, made up of representatives of Alexandria, Fairfax County, and Arlington County reviewed the findings and reached consensus that a six-lane, grade-separated alternative for the intersection should be the selected design option.

In June 1997 (based on concerns expressed by Fairlington residents and new Arlington County Board members), the Commonwealth Transportation Board directed the VDOT staff to postpone the detailed design of the project until an updated traffic analysis was conducted to verify the need for the selected alternative. VDOT engaged the consulting firm of Michael Baker and Associates in December 1998 to perform this traffic analysis update. In 1999, VDOT put this project on hold at the request of the City until discussions among VDOT, Arlington County, and the City could occur. The City and Arlington County staff then met with VDOT to examine at-grade potential solutions to the traffic problems associated with this intersection. VDOT commenced a study to examine redesign alternatives for this intersection during fall/winter 2000-2001. VDOT submitted preliminary concept information to the City. The design phase is expected to continue into FY 2012, with necessary land acquisition occurring in FY 2012, and then construction is anticipated to begin in FY2013. This project will also help mitigate some of the BRAC-133 traffic impacts.

Operating Impact: This project will have no impact on the operating budget.

King & Beauregard Intersection Improvements	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	5,838,262	2,100,000	0	0	0	0
State Urban Funds	5,444,000	2,100,000	0	0	0	0
Net City Share	394,262	0	0	0	0	0

King & Beauregard Intersection Improvements	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	0	0	0	0	0	2,100,000
State Urban Funds	0	0	0	0	0	2,100,000
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Mark Center (BRAC 133) Short/Mid Term Improvement Contingent

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: 25 years

Priority: Desirable

Strategic Plan Goal: 3

Project Summary: This project provides a set aside contingent of state urban funds already allocated for the City for traffic flow improvements at Mark Center Drive and Seminary Road and re-striping on the Seminary Road Rotary over I-395. The City has request that the Department of Defense (DoD) fully fund the \$17 million to \$20 million cost of this project. The DoD has started consideration of providing federal Defense Access Road funding, but as of the printing of this City CIP document has not made a funding decision. In the event that the DoD does not provide funding or full funding, this \$2.0 million in state urban funds represents a good faith contingent for the City to their partner with state and federal agencies to undertake as much of the short- and mid-term improvements as is feasible.

This project is being initiated to mitigate some of the BRAC-133 traffic impacts. The design phase is expected to begin in FY 2012, which includes development of an environmental document and the development of thirty percent plans for all the short and mid-term improvements. Construction is anticipated to begin in FY 2014. The City will be managing this project and \$2.0 million can be created by shifting urban funds from the Eisenhower Avenue Widening project to provide funding. In the event that DoD fully funds this project, then these urban funds can be reallocated to meet other priority transportation needs.

Changes from Prior Year: This is a new project.

Project History: BRAC-133 will bring 6,400 new Department of Defense jobs to Alexandria when it is completed in September 2011. Growth of this magnitude will bring complex transportation issues that will affect businesses, residents, and other commuters in the area. The City is aware of these challenges, and City leaders, staff, and the BRAC-133 Advisory Group have been working, and continue to work with our state and federal partners on solutions. VDOT managed, and the City and DoD funded, a study to look at several short and mid-term traffic improvements in this area. The Mark Center (BRAC-133) Short/Mid-Term Improvements Study dated January 2011 proposes seven alternatives to alleviate the traffic issues in the area. On February 3, 2011 the Commonwealth of Virginia proposed to proceed with the HOV Seminary Ramp project.

Operating Impact: This project will have no impact on the operating budget.

BRAC 133 Contingency	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Funded	0	2,000,000	0	0	0	0
Total Revenues	0	2,000,000	0	0	0	0
Net City Share	0	0	0	0	0	0

BRAC 133 Contingency	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Funded	0	0	0	0	0	2,000,000
Total Revenues	0	0	0	0	0	2,000,000
Net City Share	0	0	0	0	0	0

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Street/Alley Reconstructions & Extensions

Subsection: T & ES

Managing Department: General Services

Project Category: 1

Estimated Useful Life of Improvement: 50 years

Priority: Essential

Strategic Plan Goal: 3

Project Summary: This project supports miscellaneous street reconstruction and rehabilitation projects and streetscaping throughout the City in addition to rehabilitation of public alleys City-wide. The City recently implemented a pavement management program which will evaluate the needs for future reconstruction and rehabilitation projects. The data in the program will have to be updated once every three to five years by a consultant. Roadways which are rated lower than fair condition will be placed on the reconstruction list. A total of \$3.7 million over ten years is planned for this project.

Planned street projects in FY 2012 include:

- 800 Block of Johnston Place;
- Pitt St. between Pendleton St and Montgomery St;
- West Glendale Ave. between Russell Road and Timberbranch Parkway;
- Holmes Run Parkway between Ripley St and N. Pickett St;
- Yale Drive between Vassar Rd; and
- Janneys Lane.

Changes from Prior Year: Funding in FY 2013 has been reduced by \$50,000 (from \$350,000 to \$300,000) based on funding limitations. FY 2012 and FY 2014 – 2020 remain unchanged. \$400,000 has been added to FY 2021 to address future reconstructions and extensions.

Project History: Street Reconstruction and Extension Projects recently completed include:

- Davis Avenue between Woodland Terrace and Virginia Avenue;
- Commonwealth Avenue from Braddock Road to King Street;
- Dewitt Avenue From Monroe Avenue to Hume Avenue;
- Trinity Drive from Quaker Lane to Fort Williams Parkway;
- Orchard Street from High Street to Lloyds Lane; and
- 5400 - 5500 Block of Sanger Avenue and Oasis Drive.

Operating Impact: This project will have no impact on the operating budget.

Street/Alley Reconst. & Extensions	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	735,024	400,000	300,000	300,000	300,000	400,000
Less Revenues	0	0	0	0	0	0
Net City Share	735,024	400,000	300,000	300,000	300,000	400,000

Street/Alley Reconst. & Extensions	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	400,000	400,000	400,000	400,000	400,000	3,700,000
Less Revenues	0	0	0	0	0	0
Net City Share	400,000	400,000	400,000	400,000	400,000	3,700,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Miscellaneous Undergrounding

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 3

Estimated Useful Life of Improvement: Permanent

Priority: Desirable

Strategic Plan Goal: 3

Project Summary: This project provides the City's share of undergrounding utilities in the vicinity of new developments or near City capital projects, such as transformer enclosures. Generally, the City pays the lesser of one-half of the cost for undergrounding or \$50,000, and the developer pays the remainder. A total of \$860,000 over ten years is planned for this project.

Changes from Prior Year: \$90,000 has been added to FY 2021 to address future miscellaneous undergrounding projects.

Project History: Funding to date has provided for a comprehensive program of undergrounding improvements on King Street from Union Street to the King Street Metro Station area.

Operating Impact: This project will have no impact on the operating budget.

Miscellaneous Undergrounding	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	90,000	50,000	90,000	90,000	90,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	90,000	50,000	90,000	90,000	90,000

Miscellaneous Undergrounding	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	90,000	90,000	90,000	90,000	90,000	860,000
Less Revenues	0	0	0	0	0	0
Net City Share	90,000	90,000	90,000	90,000	90,000	860,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Madison & Montgomery Reconstruction

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: 25 years

Priority: Highly Desirable

Strategic Plan Goal: 3

Project Summary: This project provides funding for design and reconstruction of three square blocks of Madison and Montgomery Streets between Fairfax and St. Asaph Streets. These streets partially lie over the old abandoned canal that was eventually filled by converting it into a landfill. The landfill status has contributed to the continual settling of the roadway, which has led to warped pavement and unstable roadways in the area. There has also been considerable deformation of the sidewalks and curb and gutter due to adverse tree root impacts and overall sinkage. In addition, this project provides for sinkhole remediation at the Montgomery Park tennis courts. This project will prevent future roadway and sidewalk settlement and improve the pavement riding quality. It will also eliminate the ponding and freezing problems in these roadways and intersections. Design is expected to be completed in FY 2012. The construction timeline will be contingent on the future funding schedule. A total budget of \$6.75 million is planned for this project from FY 2016 – 2018.

Changes from Prior Year: No changes from prior year.

Project History: In FY 2007, a geophysical study was completed of Madison Street and Montgomery Street between Fairfax and St. Asaph Streets in order to devise a long-term stabilization solution for reconstruction of the streets. Preliminary engineering suggests that the subbase of the streets will need to be stabilized in addition to some full and partial depth roadway reconstruction to improve drainage.

Operating Impact: This project will have no impact on the operating budget.

Madison/ Montgomery Streets	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures	0	0	0	0	0	500,000
Less Revenues	0	0	0	0	0	0
Net City Share	0	0	0	0	0	500,000

Madison/ Montgomery Streets	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	3,250,000	3,000,000	0	0	0	6,750,000
Less Revenues	0	0	0	0	0	0
Net City Share	3,250,000	3,000,000	0	0	0	6,750,000

Street, Bridge, Non-Motorized Transportation & Shared-Use Paths

Street Reconstruction Projects TBD

Subsection: Street Improvements

Managing Department: T & ES

Project Category: 2

Estimated Useful Life of Improvement: TBD

Priority: Highly Desirable

Strategic Plan Goal: 3

Project Summary: The City intends to participate in the State revenue sharing program for transportation projects every fiscal year when funding for the match is available and eligible projects can be identified. The City's share of the funding for the program is scheduled to begin in FY 2016; however it may be accelerated in future CIPs if specific projects meeting revenue sharing program requirements are identified. In prior years, the revenue sharing program has limited to reconstruction projects of over \$2.0 million (\$1.0 million State / \$1.0 million City) on arterial roads. It is possible that the requirement may be lowered to \$1.0 million in future fiscal years, opening up the possibility of additional roads for inclusion in the program.

The total funding planned in FY 2016 to FY 2021 is \$11.0 million with \$5.5 million in State revenue sharing dollars anticipated. Should the project cost threshold be lowered by the State, City funding should be accelerated to take advantage of the State match if specific projects can be identified.

Changes from Prior Year: Based on the uncertainty of revenue sharing funding availability and the lack of identified projects, FY 2016 funding has been reduced from \$2.0 million to \$1.0 million (50% State / 50% City). FY 2017 – 2020 funding remains unchanged. \$2.0 million (50% State / 50% City) has been added to FY 2021 to address future road projects.

Project History: In FY 2009 the City was approved for \$1.0 million to offset the costs of the Washington Street Repaving project, and in FY 2010 and FY 2011 the City was approved for \$1.5 million to offset the costs of the Edsall Road Reconstruction project. The City intends to participate in this program in FY 2016 – FY 2021 if eligible projects are identified.

Operating Impact: Given the uncertain nature of the exact use of these funds, there currently is no identifiable impact on the operating budget.

Street Reconstructions TBD	Unallocated Balance	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
Expenditures		0	0	0	0	1,000,000
Revenue Sharing		0	0	0	0	500,000
Net City Share	0	0	0	0	0	500,000

Street Reconstructions TBD	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021	Total FY2012-FY2021
Expenditures	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	11,000,000
Revenue Sharing	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,500,000
Net City Share	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	5,500,000

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